REPORT OF MEETING

SUBJECT: Public Information Meeting – Town of Litchfield

DATE OF MEETING: October 17, 2013

BRIDGES:

Bridge No.	Project No.	Town	Route	Location
00908	73-177	Litchfield	U.S. Route 202	Bantam River
06656	73-178	Litchfield	U.S. Route 202	unnamed brook
06657	73-179	Litchfield	U.S. Route 202	unnamed brook

LOCATION OF MEETING: Litchfield Intermediate School

IN ATTENDANCE:

NAME	REPRESENTING	Email
Jack Healy	Litchfield – Director Public Works	jhealy@townoflitchfield.org
Mark Zessin	Anchor Engineering Services, Inc.	mzessin@anchorengr.com
Brandon Handfield	Anchor Engineering Services, Inc.	
Gary Hall	Parsons Transportation Group	gary.hall@parsons.com
Lou Bacho	CTDOT Bridge Design	louis.bacho@ct.gov
Joseph Scalise	CTDOT Bridge Design	joseph.scalise@ct.gov
Derrick Ireland	CTDOT Office of Rights of Way	derrick.ireland@ct.gov
Nicholas Giardina	BL Companies – CTDOT Liaison	ngiardina@blcompanies.com
Brett Stark	BL Companies– CTDOT Liaison	bstark@blcompanies.com
David Cicia	BL Companies– CTDOT Liaison	dcicia@blcompanies.com
Steven Fraysier	BL Companies– CTDOT Liaison	sfraysier@blcompanies.com

Two Litchfield residents were in attendance.

PROJECT DESCRIPTION:

The meeting opened with a brief introduction followed by the design presentation. The projects were presented using MS PowerPoint and the key project plans were on display. Handouts of the bridges were also available to the attendees. After the presentation, the meeting was opened to questions and comments. The following is a summary of the presentation and comments.

Replacement of Bridge No. 00908 – State Project No. 73-177

Bridge No. 00908 is located on U.S. Route 202 in the town of Litchfield, approximately 0.75 miles northeast of the U.S. Route 202 intersection with Route 63. The existing bridge consists of a three span concrete slab with a pavement overlay supported on concrete abutments, piers and wingwalls.

The purpose and need for State Project No. 73-177 is to address the structural and geometric deficiencies of Bridge No. 00908. The bridge is structurally deficient due to the poor condition of the concrete superstructure and deterioration of the substructure units. The bridge is functionally obsolete due to the 30-foot curb-to-curb width of the existing bridge deck being narrower than the 40-foot width of the roadway approaches. The bridge is considered scour critical due to the lack of pile-supported or bedrock-founded substructure units. The existing structure is also considered to be hydraulically inadequate based on its inability to convey the design year storm. This inadequacy is partially attributable to the accumulation of sediment and debris in the east-most span.

The recommended course of action for this structure involves replacing the existing bridge with a new two-span structure consisting of a weathering steel and concrete deck superstructure supported by new cast-in-place reinforced concrete substructure units founded on piles. The proposed curb-to-curb width over the new bridge will match the approach roadway width of 40-feet by providing two 12-foot lanes and two 8-foot shoulders. A slight raise in the profile of U.S. Route 202 will be required. It is anticipated that the proposed project will involve approximately 500-feet of roadway reconstruction.

The proposed construction will resolve all existing structural and functional deficiencies and will provide a more hydraulically efficient structure.

It is anticipated that construction will be performed in two stages, during which traffic will be maintained via implementation of an alternating one-way traffic pattern controlled by temporary signalization.

The Connecticut Department of Energy and Environmental Protection will require an Inland Wetlands and Watercourses permit, a Flood Management Certification permit and a Stormwater Discharge permit in order for this project to be constructed. The Army Corps of Engineers will also require a General Permit (Category 2) for the project.

It is anticipated that utility poles in the project limits will need to be relocated during construction of the proposed bridge. Four permanent slope easements and two temporary construction easements will be acquired in order to construct the proposed bridge.

The estimated construction cost for the replacement of Bridge No. 00908 is approximately $4,000,000 and the project is anticipated to be funded using State (100%) capital.

<u>Rehabilitation of Bridge No. 06656 – State Project No. 73-178</u>
<u>Replacement of Bridge No. 06657 – State Project No. 73-179</u>

Bridge Nos. 06656 and 06657 are located on U.S. Route 202 in the town of Litchfield, approximately one mile south of the Torrington town line. Both existing structures consist of a single corrugated metal pipe-arch culvert with concrete headwalls, endwalls and wingwalls.

The purpose and need for State Project No. 73-178 is to address the structural deficiencies of Bridge No. 06656. The culvert is structurally deficient due to the poor condition of the corrugated metal pipe.

The recommended rehabilitation includes installing a liner within the existing culvert, filling the space between the liner and the existing culvert with grout and rebuilding the concrete headwall, endwall and wingwalls. Limited roadway construction is anticipated as part of this project. The proposed roadway approach width will match the existing approach width which consists of two 12-foot travel lanes and two 8-foot shoulders for a total width of 40-feet.

Two lanes of U.S. Route 202 traffic will be maintained at all times during construction activities associated with Project 73-178. Two stages of temporary lane shifts will be required.

The purpose and need for State Project No. 73-179 is to address the structural deficiencies of Bridge No. 06657. The culvert is structurally deficient due to the poor condition of the corrugated metal pipe and the deteriorated condition of the downstream wingwalls and endwall.

The recommended course of action for this structure includes replacing the existing corrugated metal pipe-arch culvert with a new precast concrete box culvert. The proposed 4-sided pre-cast concrete box culvert will have an interior height of 6-feet and an interior width of 8-feet. The new structure will be lined with a 12-inch layer of natural streambed material on the floor of the culvert. New cast-in-place concrete wingwalls will also be constructed at the inlet and outlet of the culvert. The proposed activity will result in approximately 200-feet of roadway construction. The proposed roadway approach width will match the existing approach width which consists of two 12-foot travel lanes and two 8-foot shoulders for a total width of 40-feet.

During the construction of the proposed Bridge No. 06657, traffic will be maintained via implementation of an alternating one-way traffic pattern controlled by temporary signalization.

The Connecticut Department of Energy and Environmental Protection will require an Inland Wetlands and Watercourses permit and the Army Corps of Engineers will require a General Permit (Category 1) in order for each project to be constructed.

There are no anticipated utility impacts associated with either project. One permanent slope easement and one temporary construction easement will be acquired for Project 73-178. There are no anticipated rights-of-way impacts associated with Project 73-179.

The estimated construction cost for the rehabilitation of Bridge No. 06656 is approximately $700,000. The estimated construction cost for the replacement of Bridge No. 06657 is approximately $1,000,000. Both projects are anticipated to be funded using Federal (80%) and State (20%) capital.

Anticipated Construction Schedules

It is anticipated that State Project Nos. 73-178 and 73-179 will be combined into a single construction contract with an anticipated start of construction activities in the spring of 2015.

Work under State Project No. 73-177 will be under a separate construction contract and is anticipated to commence in the spring of 2016.

The above schedules should be considered tentative as the start of construction activities is predicated on the receipt of all necessary environmental permits, the acquisition of all required rights-of-way, and the availability of funding.

TRANSACTIONS AND DETERMINATIONS:

A resident asked if monetary reimbursement would be made for the use of land under a temporary construction easement. *Mr. Ireland stated the property owner would be monetarily reimbursed for the use of their land under a temporary construction easement. Property acquired under a temporary construction easement would be released back to the owner upon completion of the project.*

A resident asked if access to their driveway would be maintained during the staged construction activities at Bridge No. 06657. *Mr. Giardina and Mr. Scalise responded that access to all driveways would be maintained during construction activities. Intersection sight distance at driveways impacted by construction activities will be analyzed during the final design phase of the project. The results of this analysis will determine if the use of a temporary actuated signal for the driveway is warranted to ease access and egress to the property.*

Mr. Stark and Mr. Healy discussed the aesthetics of the proposed Bridge No. 00908 replacement structure. *Mr. Stark advised Mr. Healy that an open bridge rail system was proposed for the new structure. Mr. Healy acknowledged this feature and requested that the faces of the proposed endblocks be treated with a concrete form liner or other means to further enhance the aesthetics of the proposed bridge.*

The Town and resident participants concurred with the construction of the subject projects after the presentation and related discussions had concluded.

Any questions or comments regarding these projects or minutes should be directed to the Connecticut Department of Transportation, Attention: Mr. Scott Hill, Manager of Bridges and Facilities, 2800 Berlin Turnpike, Newington, CT 06111.

Submitted by: _____ Date: _____
Steven D. Fraysier

Approved by: _____ Date: _____